

THE NATIONAL *Falcon* NEWS

THE MAGAZINE OF THE FALCON CLUB OF AMERICA

MAY 2023



ON THE COVER

Not only is this 1963 Falcon cover-worthy, it is listed for sale in this month's classified. This 100% stock two-door Falcon with its 170 has been on National TV's *Motor Trend* as Car of the Week and has won many trophies and plaques. It has only 53,000 original miles and would be a jewel in anyone's driveway. Current owner Herb Hale can be reached at 215-480-1700. Additional information can be found in this month's Classifieds.

If you have a cover-worthy photo of your Falcon, we'd love to show it off for you. That is cover-worthy, not award-worthy. We love ALL Falcons, show stoppers, daily drivers, and even those needing some extra love and attention. Please send those photos (8" wide at 300 dpi) to us at editor@falconclub.com. You can display your cover at your next car show; if that issue is an on-line version, we can provide you with a digital print-ready pdf or jpg of the cover to have printed for display.

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UPCOMING EVENTS

JULY 13-15, 2023
2023 National Meet
Overland Park, Kansas
Register online at falconclub.com

AUGUST 18-19, 2023
Northeast Chapter FCA Regional
The Publick House Historic Inn
Sturbridge, Massachusetts

IMPORTANT MEMBERSHIP INFORMATION

The monthly online magazine on the website at falconclub.com is password protected and you must enter, when requested, your own password. For inquiries or updates regarding your FCA membership—your address, email, phone number, etc.—please contact membership@falconclub.com. To place a classified ad, send FCA Regional event information or articles, email editor@falconclub.com. For help with the website, email fcatechline@gmail.com.

THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the Falcon automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$30. (\$35 for Western Hemisphere, \$45 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The National Falcon News is published monthly with information submitted by members.



JIM GUTHRIE
FCA PRESIDENT

PRESIDENT'S MESSAGE

We are just 10 weeks from the 2023 National Meet in Overland Park, Kansas. Planning is going well and things are tightening down. If you haven't made hotel reservations, please do so as soon as possible. If you haven't registered yet, website registration will be closing around the 25th of this month. You will still be able to register by regular mail right up until July 1. You will also be able to register at the meet. After May 25th, we will not be able to guarantee shirt orders or Banquet tickets. Please do not delay. If you need assistance, please let me know how we can help.

On another front, we have to the greatest extent, de-bugged the new website. It has not been without its challenges and there is still work to be done. I personally want to thank you for your patience and cooperation. Our goal has always been to provide you with efficient, prompt, and complete service. I would like to thank our staff members—Denise Sword, Membership Secretary; Andrew Saindon, Website Manager; and Janet Wilkerson, News Magazine Editor for their support throughout this process. I would also like to acknowledge to Board of Directors for their tireless effort in this work.

To be clear, we recognize that some members do not regularly use the internet to interact with the club. To that end, we will attempt to provide you with choices for submitting and receiving information regarding event registrations as well as new membership and renewal processes. If you have ideas you would like to share, please email them to me. I will respond either directly to you or through this column.

Finally, I would like you to consider some current needs of your club. We are looking for three members to serve as the Audit team at the National Meet. It would require meeting with our Treasurer, Jerry Nordboe to review the club's finances, and making a report to the membership. If you are interested, please let me know.

We will be holding an election of officers and including at least one Board member. Please consider these opportunities to serve your club.

Thank you again for your patience and understanding during the past year. I look forward to seeing you in July or somewhere down the road. And speaking of the road, it is good to see you all enjoying your cars this spring. From California to the East Coast, from Canada to the Gulf, the Falcons are making their presence known. As you enjoy your activities, remember to bring the youngsters along and be healthy and safe.

Jim Guthrie (FCA #12897)
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FLORIDA BUSINESS OWNER SHOCKS YOUNG MAN WITH AMAZING GIFT FOR WORKING HARD!

We'd like to give a special shout out to Dustin Hoyer, the owner of Hoyer's Express Tree Service in Hawthorne, Florida for having an amazing heart and giving spirit. He decided last Christmas to give one of his employees a 1968 Falcon, stating his work ethic as his main reason for the generous gift.

On Facebook in December 2022 Dustin wrote the following message:

Wanted to take a minute to recognize a young man that showed up to my office looking for work with no experience. He has now worked with us at Hoyer's Express Tree Service for a couple years.

He's the kind of guy that shows up to work with a smile. He brings a positive vibe to the entire crew! He may not be the cut man in the tree but his role is just as important!! He is now running equipment, ropes, dragging brush, carrying big logs, raking and doing a all around outstanding job on the ground..

Detron Green/ Fast Black, I'm proud of the hard work you put in every time you clock in.

I'm giving you this '68 Falcon free and clear because I want to see you continue in the right direction!!

Merry Christmas to you and your family!!



What a heartwarming story and example of kindness and generosity. And it includes one of our great Falcons! Dustin's gift taught many a valuable lesson that hard work pays off. Kudos to him for proving there are good business owners out there who take pride in their business, job, workers and family.

After the post on Facebook, Detron's story was recognized locally in the news and nationally on a podcast. We wanted to feature Dustin and Detron with their Falcon connection. If you live near Hawthorne, Florida, invite Detron to a club meeting. Sounds like he'd fit right in with our group of proud Falcon owners.

–Submitted by Francy Chapman
(FCA #14864)
Kansas City, Missouri

Photos from Dustin Hoyer Facebook page



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COMING SOON:

Articles and photos from the 2023 Texas Family Picnic and 2023 Bon Temps Regionals coming soon. AND...much, much more.

Don't forget to send us photos and articles from your local or regional events.



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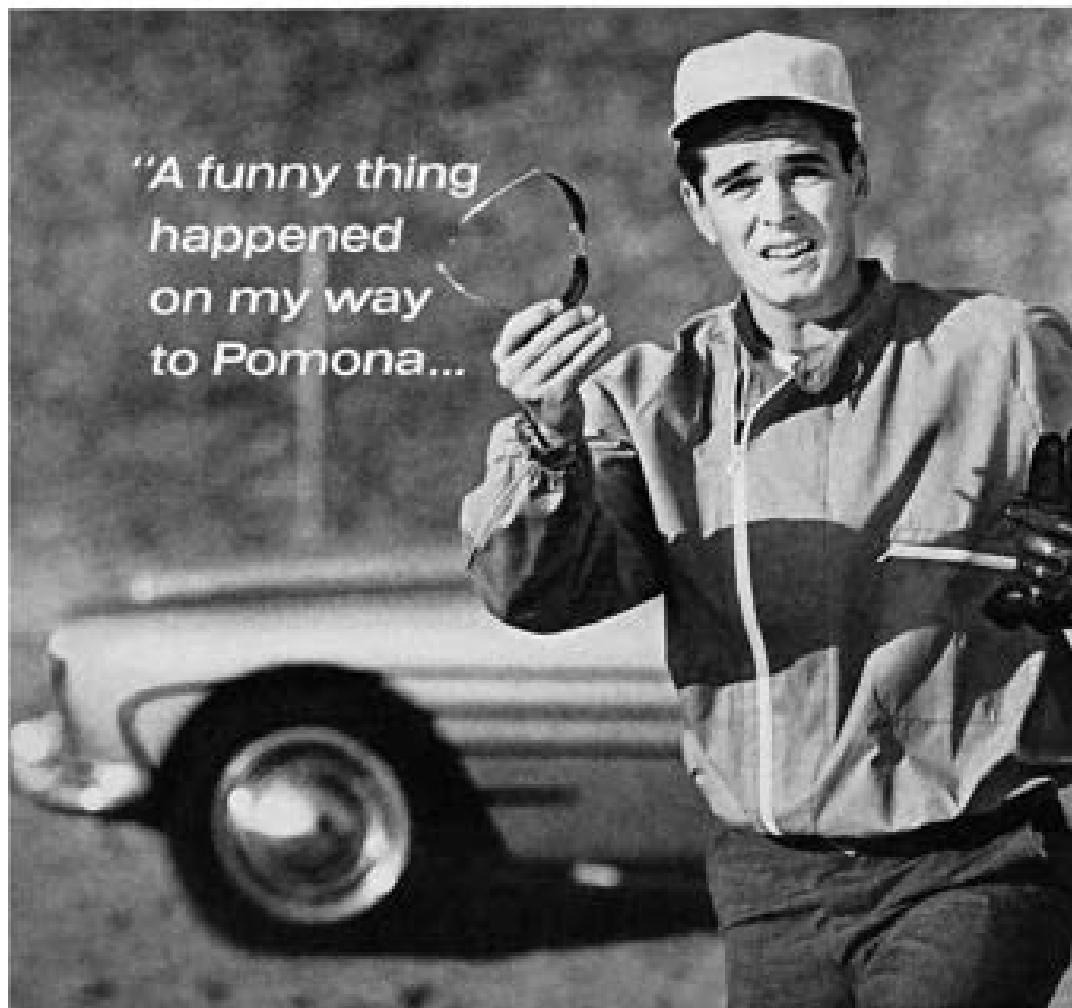
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*"A funny thing
happened
on my way
to Pomona..."*

...I was gobbled up by a Falcon"

A Falcon Sprint V-8, of course... and there's nothing odd about that. Tuck an ultra-compact V-8 into Falcon's fat-free shell, back it up with an optional four-speed floor shift, give the roof a slippery rake and you've got a car that deserves to be called "Sprint." Because sprint it does, it responds when bigger cars are still trying to figure out what the driver wants... and when those 164 horses say "move!" there's no lard to say "not

right now." There's plenty of beef in the rear axle, drive-line and suspension, though. And all the rest of the good things drivers crave—bucket seats, console, chrome in the engine room (who else does this?) and a tachometer up where you see it and the road too. Of course, you can get a V-8 in any Falcon sedan, hardtop, station wagon or convertible now, but this is the far-out version and the price is a lot smaller than the performance.

One thing's sure, you'll be seeing plenty of Sprints from now on... but mostly a rear view. Unless you have your own, that is.

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Falcon Sprint V-8

BEFOREs and AFTERs

Found on Facebook's Ford Falcon Owners Group



Tim O'Brien

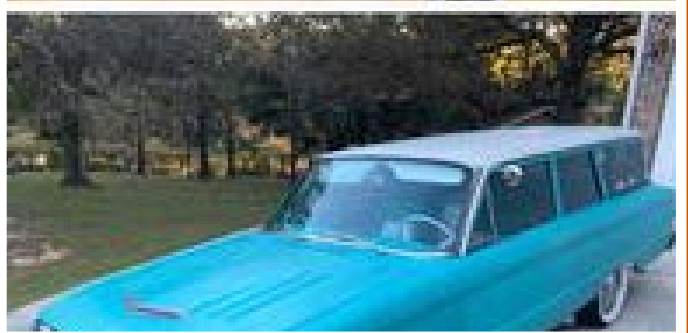


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CRANKCASE VENTILATION SYSTEMS

1963 Falcon engines are equipped with either a vent tube-type crankcase ventilation system or a positive crankcase ventilation system. In the vent tube-type system, the crankcase vapors are discharged to the atmosphere. In the positive system, the crankcase vapors are returned to the intake manifold.

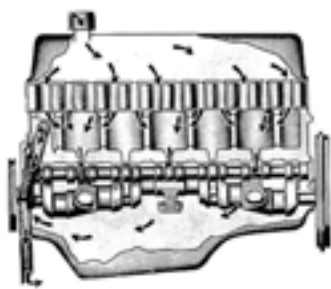


FIG 1. Falcon Typical Vent Tube-Type Crankcase Ventilation System



FIG 2. Falcon Typical Positive Crankcase Ventilation System

VENT TUBE-TYPE CRANKCASE VENTILATION SYSTEM

A crankcase ventilation tube is located at the left front of the engine. The forward motion of the car causes a partial vacuum to be formed at the tube outlet. This vacuum action causes air to be drawn through the engine from the combination oil filler and breather cap located in the front of the valve push rod chamber cover (FIG 1). The filler cap contains a maze filtering element. Filtered air from the breather cap flows into the front section of the valve rocker arm shaft chamber. Here the air normalizes its temperature before contacting contaminating vapors originating in the crankcase. Warm ventilating air minimizes the formation of crankcase sludge. The ventilating air moves down past the push rods and into the crankcase. Air is diverted from the front section of the crankcase through holes in the front of the cylinder block wall to ventilate the timing chain

chamber. The air from the crankcase is then directed into the crankcase ventilation tube by the rotating action of the crankshaft.

POSITIVE CRANKCASE VENTILATION SYSTEM

Ventilating air enters the engine in the normal manner through the breather cap and is distributed through the engine in the same manner as in the vent tube-type system. However, instead of the ventilating air being discharged to the atmosphere, it is returned to the intake manifold. The air is returned to the intake manifold through an exhaust tube which extends from the crankcase ventilation outlet in the left side of the cylinder block to a spring-loaded regulator valve assembly installed in the carburetor spacer (FIG 3). The valve regulates the amount of air to meet changing operating conditions.

During idle, intake manifold vacuum is high. The high vacuum overcomes the tension of the spring pressure and seats the valve (FIG 3). With the valve in this position, all the ventilating air passes through a calibrated orifice in the valve. With the valve seated there is minimum ventilation. As engine speed increases and manifold vacuum decreases, the spring forces the valve off its seat and to the full open position. This increases the flow of ventilating air.

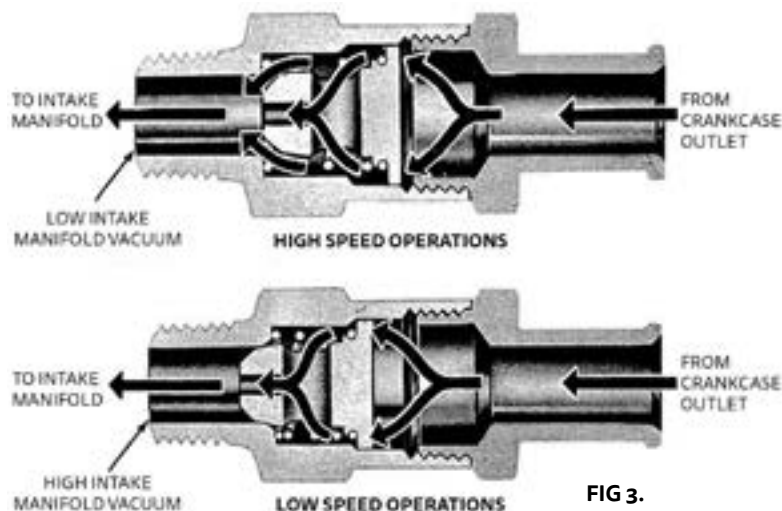


FIG 3.

From Ford's 1960, 1961, 1962 Falcon Shop Manual

TO MAKE SYSTEM ADJUSTMENTS ON POSITIVE CRANKCASE VENTILATION

The regulator valve used for these engines can be identified by three annular grooves on the regulator valve body.

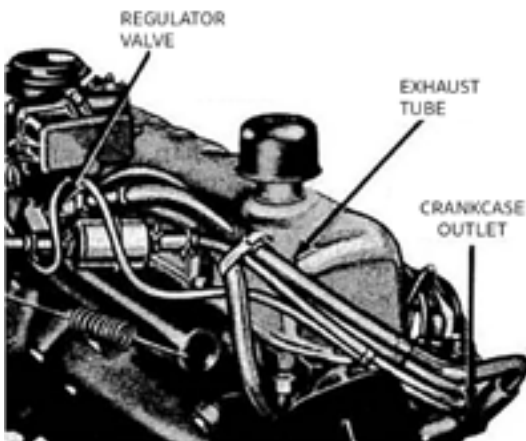
REMOVAL

1. Remove the crankcase ventilation exhaust tube by disconnecting the exhaust tube from the crankcase ventilation outlet adapter and from the regulator valve assembly (FIG 5).
2. Remove the regulator valve assembly from the fitting in the carburetor spacer.
3. Remove the crankcase outlet adapter.

INSTALLATION

1. Install the crankcase outlet adapter. Be sure the outlet adapter is not loose. To avoid restricting the ventilation system, do not install the adapter into the cylinder block more than 1/2 inch.
2. Install the regulator valve assembly in the carburetor spacer.
3. Connect the exhaust tube to the regulator valve assembly and to the crankcase ventilation outlet adapter.

FIG 4. Typical Regulator Valve and Exhaust Tube



REGULATOR VALVE DISASSEMBLY

Place the large hex end of the regulator valve body in a vise. Remove the connector, valve, and spring.

CLEANING

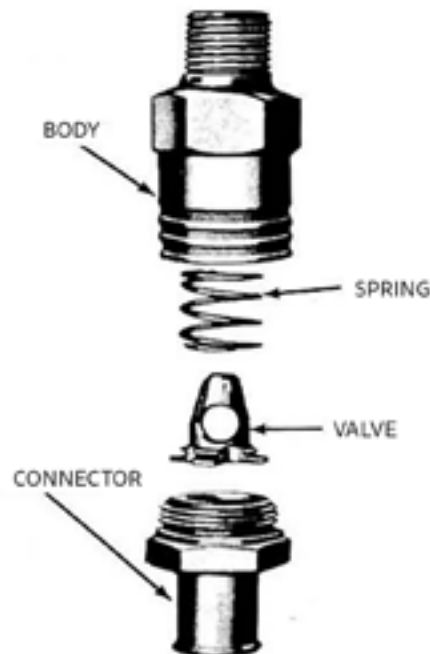
Clean the valve parts, tubing, and outlet adapter in clean carburetor solvent and dry with compressed air. Clean the rubber hose connections with a low volatility petroleum base solvent and dry with compressed air.

REGULATOR VALVE ASSEMBLY

Position the spring and valve in side the regulator valve body (FIG 5). Install the regulator valve connector.

This information applies to 1960–62 models. For later Falcon model years, please consult the Falcon Shop Manual for your specific model year.

FIG 5. Regulator Valve Assembly



A LITTLE HISTORY LESSON

FORD'S LETTER CARS

From *The Ford Century*, Hemmings.com, RoadandTrack.com and TheHenryFord.org

The alphabet served as the basis for naming Ford's early models, beginning with the Model A and ending with the Model T. Ford produced 18 letters of the alphabet just in the years 1903 to 1908. The original 1903 Model A, originally advertised as the "Ford-mobile," was considered a secondary means of travel compared with the horse and buggy.

Early motorists were taunted by shouts of "Get a horse!" The Farmers' Anti-Automobile Society of Pennsylvania warned that cars were dangerous and insisted drivers stop every mile at night, send up warning rockets, and then wait ten minutes before advancing. But Henry and other automakers were determined to create better automobiles, and their cars found a growing acceptance.

From the Model A to the Model T, these cars helped revolutionize the car industry. The rarest of these cars is the Model B. It was Ford's first front-engine car and first four-cylinder model. It was also quite expensive (\$2,000) and sold poorly. Consequently, only seven complete examples are known to survive today.

The 1903 Ford Model A was manufactured at Ford Motor Company's first factory, the rented Mack Avenue Plant. Ford sold 1,808 Fordmobiles through 1905, generating enough revenue to distribute dividends to stockholders. Its success also allowed Ford to build the three-story Piquette Avenue Plant with the help of financier Alexander Young Malcomson. They aspired to building larger and more expensive automobiles, starting with the Piquette-built four-cylinder 1904 Model B and culminating in the grand 1906 Model K.

The new plant was constructed in Detroit's Milwaukee Junction neighborhood, named for the

rail lines that intersect at its center, in April of 1904 at a cost of \$76,500. It had easy access to parts and raw materials and allowed finished cars to be shipped across the country. This small part of the city of Detroit would

house operations for other notable automakers like Brush, Packard, Cadillac, and Regal. The plant featured electric lights and an electric elevator. Only about 10 percent of Detroit residents had electricity at the time

MODEL A (1903-1904)
MODEL B (1904-1905)
MODEL AC (1904)
MODEL C (1904-1905)
MODEL F (1905-1906)
MODEL K (1906-1908)
MODEL N (1906-1908)
MODEL R (1907-1908)
MODEL S (1907-1908)
MODEL T (1908-1927)



Piquette Avenue Plant

of the plant's construction. Eventually, in this neighborhood, the Model T would come to life.

Some Fords were experimental models that never reached the public. Some had two cylinders, others, had four, and one—the Ford Model K limousine had six. In some, the engine was beneath the driver's seat. Henry Ford just wanted to build the perfect automobile.

The Ford Model K has its place in the Ford story as the expensive (\$2,500) six-cylinder car that Henry Ford didn't like. He was thinking seriously of his “car for the masses” when the K was introduced, and the Model K with only 910 units sold, led directly to a split with Alexander Malcomson. Malcomson wanted to build big, expensive cars which generated big profits per unit sold, while Ford wanted to build inexpensive cars and make the profit up in volume. Interestingly, Ford Motor Company would not produce another six-cylinder car until 1941.

Which of the two design philosophies would come out on top was determined both by the market and by Henry Ford's business acumen. The Model N outsold the Model K by a margin of 10 to 1, and Ford ultimately bought out Malcomson; no longer would Ford have to build large and expensive cars that he could barely conceal his disdain for. The N, introduced in 1906, was the best-selling car in the United States with more than 7,000 produced. It was considered reliable and inexpensive (\$500). The Model N was a breakthrough for Ford—a highly innovative car with the first forced-feed “oiler,” a unitary engine and transmission assembly, and a wire harness that replaced the tangle of wires coiling throughout the vehicles. The car also introduced a new look—a small carriage step instead of the usual footboard. Incidentally, in the innovation room, 14-year old Edsel Ford would begin to use the Model N as a testbed for a new machine.

In 1907, the N gave way to the slightly better-equipped R and S, and this began to resemble the

mass-market dream of Henry Ford. Later that year, he added an experimental room in the Piquette for his engineers to draft up plans for what would become the Model T.

The Ford Model T made its debut on October 1, 1908. The first production example, which arrived for the 1909 model year, left the Piquette Avenue Plant on September 27, 1908. The car was an immediate success—Ford took thousands of orders in the following weeks. During the first year of sales alone, Ford moved 10,066 Model Ts.

The Model T was brutally simple, designed to be lightweight, inexpensive, and easy to repair. Up front sat a 2.9-liter inline-four with a one-piece engine block, which produced 20 hp. A two-speed planetary gear transmission backed the motor, complete with a reserve gear. The Flywheel magneto ignition system also helped to keep costs down, while providing the added benefit of opening up your choice of fuel beyond gasoline. Unlike some automakers at the time who aired on the side of rigid chassis

and body structures, the Model T was intended to flex and twist as it bounded over the miserable roads of the early 1900s. More importantly, the Model T was cheap, carrying a base price of just \$825.

Ford sold around 20,000 cars before they found their way with the Model T. It was innovative with its lightweight alloy used to make its crankshaft and chassis. Its engine's four cylinders were cast with the crankcase as one block, as opposed to the traditional method of bolting four individual cylinders to separate crankcases. Dry batteries were replaced by a flywheel magneto, which distributed current to the four spark plugs.

Henry started over with his alphabet cars in 1920 with a new Model A, signifying a new beginning. Ten million people stood in line for two days just to get a glimpse of the this automobile from Ford. A new world order had begun after the Great War, and the U.S. automobile industry was about to explode.

“Be ready to revise any system, scrap any method, abandon any theory, if the success of the job requires it.”

—Henry Ford



1903 Model A
Runabout



1904 Ford Model AC
two-cylinder Horizontally
Opposed Engine



1906 Model N Runabout



1904 Model C
Tonneau



1905 Model B
Touring Car



1907 Model K Touring Car



1907 Model R Runabout



1905 Model F Phaeton

1908 Model S
Roadster



1925 Model T
Touring Car

The Model A, was conventional by the standards of the day. It featured a two-cylinder engine mounted under the seat and rear wheels driven by a chain.

The Model B was Ford's first four-cylinder car and the first to have the engine mounted up front in the European manner. Design difficulties delayed production of the Model B and, although conceived much earlier, it went on the market long after the two-cylinder Model C. Priced at \$2,000, the Model B was the most expensive Ford yet, and sold poorly.

Ford relied on a number of outside suppliers to produce its vehicles in the early years. John and Horace Dodge, who would later become car manufacturers, produced a two-cylinder, 10 horsepower engine. Variations of this engine powered Ford's models A, C, and F. The Model AC combined the body of the Model A with the engine of the Model C.

Ford created its new Model C based on the earlier Model A platform. The cars look quite different due to the C's European-style hood. The two-cylinder engine is still under the front seat as with the A, but the fuel tank and radiator are under the hood. Ford built some 800 Model C cars over the 1904-05 model years.

Ford's Model F continued a direct evolution from the original Model A. The two-cylinder engine was still mounted under the front seat, but a false hood was added to the front to copy European cars of the time. At \$1,000, the Model F was Ford's mid-priced offering, falling between the two-cylinder Model C and the four-cylinder Model B.

Introduced in 1906, the Model K moved Ford Motor Company into the high-price market, something Henry Ford didn't like. The six-cylinder, \$2,500 Model K cost five times as much as Ford's four-cylinder Model N. Production of the Model K ended in 1908 with the introduction of the Model T. Affordable cars for the mass market were Ford's future.

Two-seater runabouts like the 1906 Ford Model N were favored by middle-class Americans who could afford one. They were fast and rugged. Most runabouts featured one- or two-cylinder engines and bicycle-style chain drives. But this

Ford Model N offered four cylinders and a shaft drive, plus it cost less. At \$500, it became the bestselling car in America.

When Ford's Model N became the best-selling car in the United States, the company suspected that there was a market for a more luxurious version. The Model R had a larger body, higher seats, a rounded rear deck, and wider fenders. Ford's hunch was correct. The Model R was a swift seller—even at \$150 above the 1907 Model N's \$600 price.

The Model S was a composite of the Models N and R. The Model R had used the engine and chassis of the hot-selling Model N, but added running boards, a wider body, and larger wheels. When Ford ran out of Model R bodies and wheels the company put the new running boards on the Model N and called it the Model S.

The Model T is an automobile that was produced from October 1, 1908, to May 26, 1927. This car made travel available to middle-class Americans. Its relatively low price was partly the result of Ford's efficient fabrication, and assembly line production. The Model T was colloquially known as the "Tin Lizzie", "Leaping Lena" or "flivver".

The Ford Model T was named the most influential car of the 20th century in the 1999 Car of the Century competition, ahead of the BMC Mini, Citroën DS, and Volkswagen Beetle. Ford's Model T was successful not only because it provided inexpensive transportation on a massive scale, but also because the car signified innovation for the rising middle class and became a powerful symbol of the United States' age of modernization. With 15 million sold, it was the most sold car in history before being surpassed by the Volkswagen Beetle in 1972.

Henry Ford said of the vehicle: "I will build a motor car for the great multitude. It will be large enough for the family, but small enough for the individual to run and care for. It will be constructed of the best materials, by the best men to be hired, after the simplest designs that modern engineering can devise. But it will be so low in price that no man making a good salary will be unable to own one—and enjoy with his family the blessing of hours of pleasure in God's great open spaces."

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Jim Simmons
389 CR 214
Eureka Springs, Arkansas
479-981-4445
jim@modestojim.net

Vic Falcone
3102 East Old State Road
Schenectady, NY 12303
518-355-7756
vfalcon64@aol.com

1964

Jerry Kratz
216 Highland Ave
North Wales, PA 19454
215-699-2456
kpauto@aol.com

CONVERTIBLE

James Cole
P.O. Box 1858
Dawsonville, GA 30534-0033
404-427-8998
(no email)

HT & SEDAN

Richard E. Alyea
1817 N. Timber Ave.
Bethany, OK 73008-5726
405-789-6592
(no email)

1964/1965 STATION WAGON

Frank Servas
P. O. Box 10
Center Valley, PA 18034
falcon@hypermips.com

1965

Steve Springer
6600 Rotan Dr.
Austin, TX 78749
scspringer65@gmail.com

1966

Phil Warren
602 N. Harrison
Springhill, KS 66083
pwrn@centurylink.net
913-592-3571

Garry Leanhart
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Sugar Land, TX 77478
H 281-265-3301
C 832-830-5386
gleanhart1948@gmail.com

1967

Paul Coffey
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208-453-9800
paul@moderndriveline.com

1968

Leon Grantham
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Kansas City, MO 64129
816-353-3084
(no email)

Bob Karpenko
5478 South County Line Rd
Middleport, NY 114105
716-735-7547
GreedyMite@Hotmail.com

1969

Bill Walter
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Dayton, OH 45414
937-216-4721
falconbill@woh.rr.com

1970/1970½

Merl Hayn
14942 S. Maple Rd.
Argos, IN 46501-9525
574-892-6309
shaynfamil@aol.com

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Meet first Thursday monthly,
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toddgaudin@yahoo.com
Meet third Saturday of even months.

CLASSIFIEDS

FALCONS FOR SALE



I'm having a hard time parting with this diamond, but it is time to downsize. This **two-door 1963 Falcon** with its stock 170 is 100% stock except for its tires and wheels. The originals are stored. It has 53,000 original miles. The car has been on National TV's Motor Trend as Car of the Week and we have the disc/video. It's won many trophies/plaques. \$25,000 as with 53,000 original miles & 100% stock. Contact Herb at hhale@tristatecontainer.com or 215-480-1700. PA. 230424



1965 Ford Falcon Sedan Delivery. 302 four-speed, black interior, power rear window. Pete Eck, peck0549@yahoo.com. 230316



1962 Falcon Futura Convertible with 170 engine. Car was bought new by my grandfather for my grandmother. Car was restored to original interior and exterior colors in 2000. Car runs well with very good interior and body in good shape but needing some repair work. Asking \$15,000. Mark Mirage, mdmirage@hotmail.com. PA. 230406



1964 Villager, Comet wagon original 289 four-barrel, automatic transmission. Has original doors, all fiberglass wood railings, all emblems/trim and interior parts. No title, \$1,900 without engine/trans; with engine/trans \$2,900. 1965 Caliente, two-door Comet hardtop six-cyl automatic (no engine no transmission). Has nice rust free quarters, rust in floors. Title, \$1,200. More projects 1963 Meteor, 1964 Comet. Carlos Vera, call/text 720-281-0940, calicometcarlos@yahoo.com. CO. 230425

PARTS FOR SALE

Two 13" X 4 1/2" five lug 4 1/2" bolt circle wheel \$70. 1965 289: three-bolt harmonic balancer, \$75. Main caps, \$100. Valve covers, \$60. NOS piston & wrist pin, C5OE-6108-AF, \$15. 1967 289 exhaust manifolds \$150. NOS 302 piston & wrist pin, C8OZ-6108-A, \$15. 351C 4BL Exhaust manifolds, one pair, \$450. 351C A/C bracket, D0ZA-2882-C, \$100. 351C engine bracket, D0OE-10145-A, \$75. 351C engine bracket, D1AA-2A964-AA, \$125. 351C engine bracket, D0AE-OAO17-DA, \$75. Lots more 351 Cleveland parts! 351W crankshaft, \$150.00. 351W rods, \$100.00. I have more 351W parts! 390 tri power set up, \$2,500. 1967 GT 390 motor \$3,500. 1970 428CJ short block \$3,200. 1971 429 CJ four-bolt main short block, \$4,000. 1965 289 Hi Po aluminum water pump: cast # C5AE-8505D, \$400. CARTER fuel pump: cast #3939, date 5H5A, \$350. 1968-70 428 CJ / SCJ parts & 429 CJ parts. Keith Litteken 314-480-2556 or kslitteken@aol.com. MO. 230426

Four 1963 Sport 13" wire hubcaps. Very good driver condition quality. \$100 for set of four. Jim, Minneapolis, MN area. 763-559-6380. 230310

FREE! I have four original 13-inch wheels with good tires on them and original hubcaps from my '62. They are free for anyone who needs and wants them. Contact mollym@sfcjtc.com. San Francisco area. 230318

Parting '60-'65 Falcons. 15 year collection! Good sheet metal, lots of trim, mechanical parts, etc. Station wagon front and rear seats complete—steer head material stock covers. Also, front and rear new door panels—pictures on request—\$1,450 total. Call Steve, 360-430-0143. WA. 230309

Parting out 1964 Falcon four-door and Ranchero. Parting out 1964/65 Comet parts cars, hardtop, convertible, wagon. Carlos Vera, call/text 720-281-0940, calicometcarlos@yahoo.com. CO. 230225

Barn Find: one old -time fiberglass hoods w/ scoops: 1964-65 Falcon/Ranchero hood w/a raised hood scoop molded in; found in the barn of a Colorado drag racer; used at Bandimere Speedway in the 80s-90s. \$250 OBO. Almost impossible to ship this item, so I highly suggest local pickup. Call or email Lenny Kellogg at Kellogg's Garage: lenkellogg1964@gmail.com, 970-593-1964, or visit us at www.kelloggsgarage.com. CO. 230417



1960-67 Falcon Wagon/Sedan Delivery tailgate cranks w/ keys, single action gate, good used to NOS: \$195 to \$695; '66-70 Sport Coupe Vinyl top trim, two pieces, rare, good driver quality, \$125 for the set; (2) sets of Hardtop Bucket Seats: (1) pair 1963 w/ Futura/Sprint style upholstery, very nice driver quality; complete except for one seat emblem; \$1395. 1964-65 pair of hardtop bucket seats, driver quality, nice dark red upholstery, needs minor work to bolt in and drive, \$1295. 1963 Dagenham four-speed, complete w/shifter/linkage/handle/mount; road tested, working well, \$695. Parts available to make the Dagenham trans a conversion as well; please inquire. 1963-64 Hypo 289 Fairlane exhaust manifolds pair; mint condition; \$600. Four-speed floor shift steering column covers (3) 1960-65; \$200-250 each. Four-speed steering column "blank" shifter collar, \$100. '60-63 Falcon sedan "No-Mar" gas tank guard (2) and NOS stainless steel gas cap (1), in original packaging, rare accessories, \$295 for the set. '61-65 Econoline Horn Buttons, (2) \$30-50; '64-65 Falcon horn buttons, nice chrome, \$25-50 each; '63 taillight lens, one w/ back-up—Glo-Brite—NORS, \$35 w/box; NOS 1963 back-up light kit, mint; \$350. 1964 NOS back up light kit, mint, \$350. Nice Used 1965 taillight lens, all four styles, \$150-\$200 per pair. NOS Falcon parklight lens, pairs, 1960: \$40, 1962-63: clear, \$40, amber, \$25, 1966/67, \$75. 1964 Futura Horn rings: driver quality to very nice: \$60-\$175. 1964 NOS

taillight lens, no backups, \$95 a pair; w/back-ups \$200 per pair. 1970½ Falcon dash cluster complete, \$100, shows 28K miles; 1960-61 Comet dash clusters, two to choose from, very nice chrome, \$250 each; 1963 Comet Dash cluster, needs work, but complete/working, \$125; '62-63 Futura 13" wheel covers, \$40-\$100 per set. 1962 Futura front fender spears, good driver quality chrome, \$175-\$300 per pair. 1963 Mid-Model/Custom (NOT Futura) front fender spears, three sets of good-very good driver quality, \$100-\$200 per set. (2) sets 1963 Futura/Sprint fender spears, really nice survivors, \$450 each pair. 1963 Futura/Sprint door/quarter panel stainless trim, very straight; \$150-\$250 each, and can make a set of four as well. Nearly New six-cylinder header set, fits a 1966-70 engine bay, \$195. Four bbl. manifolds OEM Ford, C6OE, \$125 (2), C4OE \$395. '64-5 Squire trim: four complete doors, two complete quarter panel trim, one RF fender trim, one excellent steel Squire fender; no tailgate trim, \$450 for all. 1960-61 strut rods, good threads, clean, \$195 a pair; 1960 early air cleaners (2) w/lid for a paper element, needs restored but rare, \$125; 1960 driver's side early "air box" attaches w/four screws, not the "J" hooks, clean, good door/hinge, \$100. 1960-62 electric wiper conversions; replace the vacuum wipers; complete motor/armatures/wiring, \$250. Three Holley carbs on an Offenhauser intake manifold with linkage and chrome air cleaners, \$750.00. Body Parts: '60-70½ doors, fenders, hoods, trunk lids for Falcon 2dr/4dr, hardtop top, convertible; what do you need? \$150-\$495 each. 1965 hardtop driver's side quarter panel survivor, rough, not rusted through, but complete quarter the car; \$500, come get it. We have a 35+ year collection of Falcon and Comet parts; please call/email with your needs. Call or email Len Kellogg at Kellogg's Garage: lenkellogg1964@gmail or 970-593-1964, or visit us at www.kelloggsgarage.com. CO. 230417

PARTS WANTED

Rear Bumper for 1965 Falcon Econoline Pickup. Looking for a good core to re-plate. Glenn Hoff, 109 Holly Ct., Telford, PA 18969. 215-721-2762 (leave message, please) or, hoff.sandy@yahoo.com. 230409

289 Hi Po San Jose built four-speed radiator, Top tank is stamped: C4ZE W-MO G2 2-65 3939-S fuel pump, I am looking for Feb. 1965 date code. My car was built on March 24th, 1965 at the San Jose, CA plant. Carburetors for FE engines: part numbers on air horn C8AF-AD, C8OF-AB & C8OF-AA; also D0OF-S for 385 series engine. FE distributors: part numbers on housing C8OF-D, C8OF-F, C8OF-H, C8AF-AD, C7OF-F, C7OF-G, C7OZ-D, C2SF-B; also a distributor with C9ZF-12127-D for 385 series engine. The parts must be in excellent condition either used or NOS. Keith Litteken, 6274 Rocky Grove, Cedar Hill, MO 63016; 314-480-2556 or kslitteken@aol.com. 230426

MISCELLANEOUS

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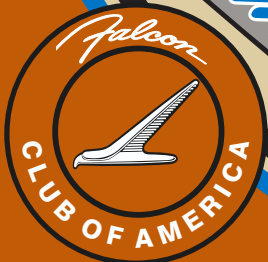
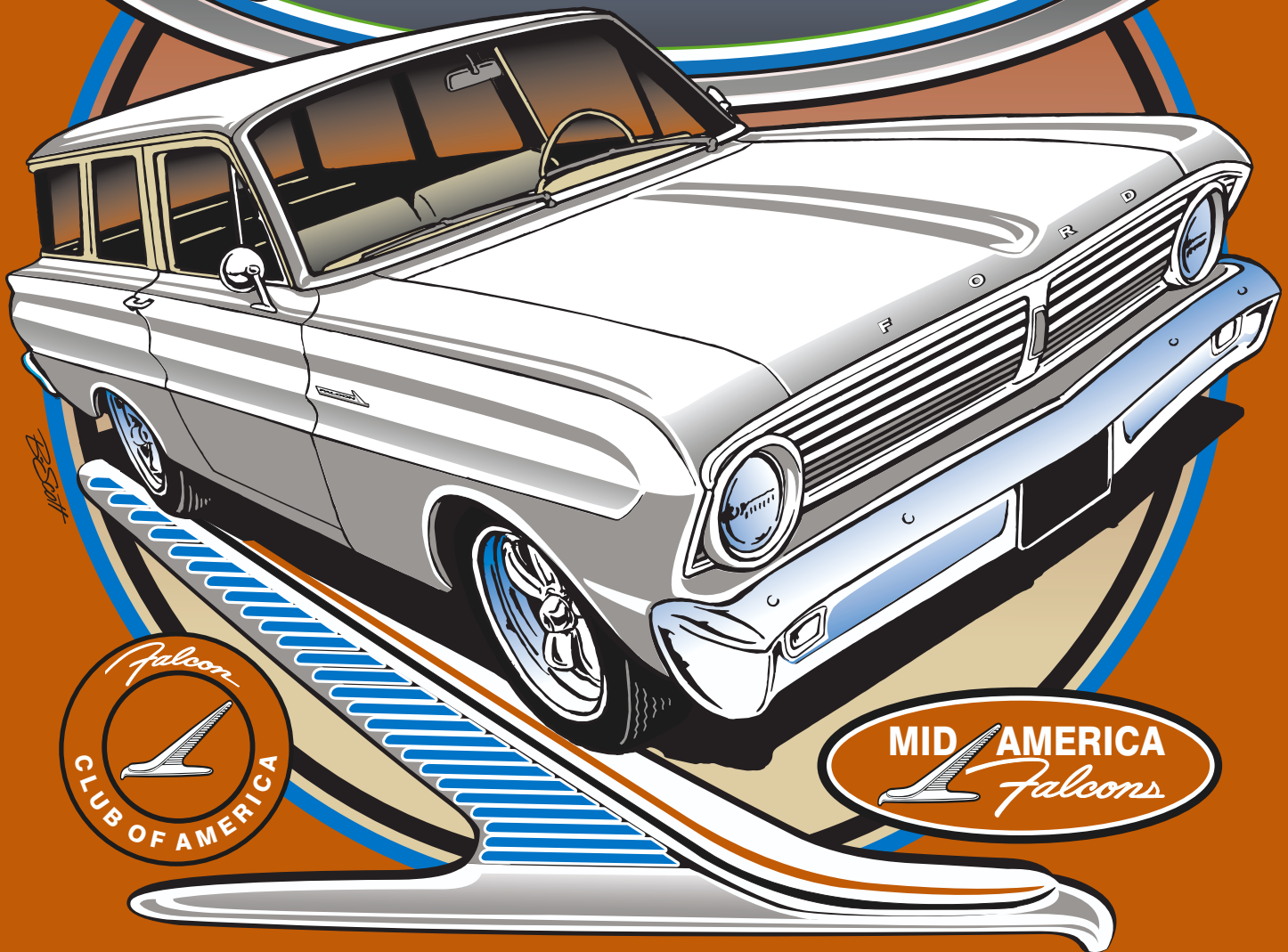


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